



MARQUETTE COUNTY DRIVER'S ASSOCIATION

GENERAL RULES AND TRACK POLICIES

2017

I: GENERAL

1. MCDA RESERVES THE RIGHT TO CHANGE EVENT DATES/TIMES AS NEEDED.

- a. Rain Dates will be determined by the Track Owners
2. These rules are the approved rules which were adopted by the membership at a general meeting.
3. Auto racing is a competitive sport, but like any other attraction that lives from the support of fans, there is a great deal of sportsmanship and public relations required. Starting on time, running events in a professional manner, proper uniforms, race cars nicely painted, and the conduct of competitors both on and off the track must be considered for its survival and growth.
4. The MCDA reserves the right to take any corrective action at their discretion to rectify any circumstance not covered within these policies which may either negatively affect race day events or be determined to have a detrimental impact on the overall health of the sport or Sands Speedway.
5. Every driver and/or car owner, in purchasing a pit pass and participating in racing events, attests that they have built their cars to the particular rulebook of the class in which they intend to participate in and compete according to the rules laid out in this document which has been approved by the Marquette County Driver's Association.
 - a. All rules will be enforced as written.
 - i. All rules have been written as clearly as possible in order to clearly convey the spirit of the rule.
 - ii. If any clarification is needed, questions should be directed to the appropriate individuals: Race Officials (Flagman, Grid Official); Tech Inspector or MCDA President.
 1. Track Officials/MCDA Board
 - Flagman: Is the head official for on-track competition and safety.
 - Grid Official: Is responsible for establishing the line-up and gridding of cars for each event as well as responsibilities laid out in Section: IV-11.
 - Tech Inspector: Is responsible for determining if the car meets all safety standards and complies with all specifications as laid out in individual class rules.
 - MCDA President: Is responsible for the overall application and enforcement of the portions of this rulebook which do not specifically fall under the responsibility of those Track Officials listed above.
 - i. In the event that the President is not present at the track during a race event, their designated representative shall assume their responsibilities.
 2. The ruling of the appropriate Track Official as listed above is final.
 3. Any attempt to manipulate rulings or rule interpretations by pitting one Official and/or Board Member against one another will not be tolerated.
 4. If any further contention of a rule is desired, it must be done so in writing to the MCDA Board.
 - b. Absolutely NO meetings will be conducted by the Association on race day to change rules or policies.
 - c. If you are building a car for the first time – please contact sandsspeedway@gmail.com to speak to an MCDA Representative before you build it.

6. An Association membership entitles you to:

- a.** Accumulate Championship points
- b.** Be awarded Championship Awards
 - i.** Drivers must have paid membership to Marquette County Drivers Association before Championship points begin to accumulate.
 - ii.** Must have accumulated a minimum of 500 points or race 75% of the races to be eligible for championship awards.
- c.** Vote at general membership meetings.
- d.** Be eligible for Association office.

7. MCDA Moderated Social Media

- a.** Social media accounts which are open to the general public shall be used to share constructive input in regards to the track, competitors and spectator experiences.
 - i.** Any inappropriate, disparaging, disruptive, or otherwise ill-spirited input shall be removed from the social media outlet where it was posted without notice.
 - 1.** Any person conducting themselves in the above manner may have their accounts blocked from all public social media accounts at the sole discretion of the MCDA Moderators.
- b.** Any questions by MCDA Members regarding competition or rules shall be directed to MCDA member-specific social media accounts.
 - i.** Any person conducting themselves inappropriately on MCDA member-specific social media accounts may be removed from the accounts.

II: TEAMS / SUBSTITUTE DRIVERS

1. General

- a.** Drivers and owners may only choose to *either* form a Team *or* utilize Substitute drivers.
 - i.** Under no circumstances will a driver or owner who has formed a Team be permitted to utilize Substitute Drivers.
- b.** Drivers and/or Owners must register their Teams *prior* to the first race of the season.
 - i.** No Teams may add Team Drivers once the season has begun.
- c.** Drivers and/or Owners must register their list of substitute drivers prior to the first race of the season.
 - i.** Substitute drivers must be current members of the Marquette County Driver Association prior to participating in any Race Events.
- d.** “Race Event” is defined as all races held on one day.
- e.** Penalties
 - i.** Any Driver or Owner found in violation of the rules laid out in this section are subject to a P1 Penalty.
 - 1.** Further violations of this section are subject to the Penalty Schedule.

2. Team Definition

- a. A team consists of 2 or more drivers sharing a car.
 - i. Team Drivers
 1. Have no limitations to the number of Race Events in which they are permitted to participate.
 2. All team drivers must be registered prior to the beginning of the season.
 3. All Team Drivers must be current members of the MCDA.
 4. Points will be awarded to that team.
 5. Payouts will be awarded to that team, not to individual drivers.

3. Substitute Drivers

- a. A driver/owner of a car may pre-register two substitute drivers who may drive the car for a total of two race events over the course of the season.
 - i. **“Two Race Events” shall be defined as: One Event per each substitute driver (equaling two events) or one substitute driver being entered in two events (equaling two events)**
 - ii. All points accumulated by Substitute Drivers drivers will stay with the car and not the driver.

4. Driver Changes

- a. Notification of any driver changes must be given to the Grid Official prior to line-up.
- b. With any approved driver changes, the car must start at the rear of the race it qualified for.
 - i. Penalties will be loss of points and/or money for that race, also their position for that race. Subsequent offenses will be dealt with as needed.
5. Drivers and/or Owners are responsible for the conduct of their pit crew or team members.

III: PIT AREA RULES AND PROCEDURES

1. PIT AREA SPEED LIMIT

- a. 5MPH (Walking Pace)
- b. No one shall operate a vehicle in the pit area in an unsafe or reckless manner.
- c. Persons violating these rules shall be removed from the pit area with no pit pass refund.

2. Age Limit:

- a. **Any child under the age of 12 must be under the direct supervision of an adult who, by purchasing a pit pass, agrees to assume full responsibility of the safety and well-being of the child at all times while in the pit area.**
3. All individuals in the pits should make every effort to remain vigilant and are responsible for their own safety.
4. All persons entering the pit area are expected to utilize proper trash receptacles in order to maintain a clean and neat appearance to the pit area.

5. All drivers and team members are expected to clean up their pits prior to leaving the track at the conclusion of race day activities.

6. Required Attire for Pits

- a. Long Pants are required during race events when the track and pits are active.
- b. Open-Toed shoes are forbidden for the interest of safety during race events when the track and pits are active.

IV: RACE DAY PROCEEDURES

1. Track Safety

- a. Track Officials are the only persons permitted on the track at any time.
- b. Only emergency crews and/or track officials are allowed to respond to the site of an accident or incident.
 - i. Under no circumstances are non-emergency personnel permitted to respond to an accident.
 - 1. Individuals doing so not only hinder the abilities of Emergency Personnel to effectively respond to the emergency; it also places more individuals in danger.
- c. A drivers meeting will be held before the start of the days racing. All drivers are required to attend in person, including Substitute and Team Drivers.
- d. NO alcoholic beverages are to be consumed in the pit area by any person until the race program is completed in its entirety.
 - i. Any person found in violation of this rule shall be assessed a P-3 penalty.
 - 1. The evaluation of the Track Medical personnel is final.
- e. ALL drugs and controlled substances are also banned.
 - i. Any person found in violation of this rule shall be assessed a P-4 penalty.
 - 1. The evaluation of the Track Medical personnel is final.
- f. Any accident resulting in a significant injury to a driver or to a crew member/team member must be reported to the track manager immediately.

2. Driver Conduct

- a. The MCDA and Track Owners expect courteous conduct from all participants at all times. Profanity or obscene gestures in front of race fans or officials by drivers or their crew.
 - i. See Section V: Penalties for all applicable penalties.

3. Radios

- a. Two way radios are allowed for safety (Super Stock Class and Late Model Class)
- b. Spotters must be on the top 2 rows of the pit bleachers only.
- c. Anyone caught using two-way communication in order to facilitate blocking will be black flagged and have radio privileges revoked.
 - i. Penalties
 1. Any Driver or Owner found in violation of the rules laid out in this section are subject to a P-1 Penalty.
 - a. Further violations of this section are subject to the Penalty Schedule
- d. Team/Car Radio Frequencies must be registered with the MCDA at your first race of the season.

4. Car Numbers/Identification Markings

- a. Car numbers and markings must be in accordance with the appropriate Class Rulebook.
- b. If a visiting car is marked with the same number as an association member's car, the visiting driver must add a unique letter after their number.
- c. All MCDA Members reserve the right to maintain their preferred number from year to year provided that their membership dues are current and they have had no lapses in membership.

5. Inspection Process

- a. **All new cars competing at the track for the first time must pass Tech Inspection prior to any race activities.**
 - i. If it is the car's first time at the track and is determined to not conform to the appropriate class's rules, that car will be permitted to enter the races for that day only.
 1. If the Tech Inspector deems the car does not meet appropriate Safety Rules the car will not be permitted to participate in any on-track activity.
 2. The car in question will not be permitted to take part in any on-track activities in subsequent weeks until the car owner demonstrates to the satisfaction of the Tech Official that the car complies with all requirements laid out in the appropriate Class Rulebook.
 - ii. This rule does not apply to invitational weekends.
 1. The final approval for visiting cars on invitational events will lie with the Track Owners.
- b. When a car owner submits a car for inspection, the owner attests that the car meets all requirements outlined in the appropriate Class Rulebook under which the car will participate.
 - i. If the Tech Inspector identifies a discrepancy which causes the car to fail inspection, it is the sole responsibility of the owner to provide sufficient evidence to the contrary.
 - ii. The decision of the Tech Inspector as to whether or not the car complies with the appropriate Class Rulebooks is final.
 - iii. If a car which does not fall under Section IV-5-a is found to not be within the specifications of the rules, that car will not be permitted to take part in any Race Day events until the owner rectifies all discrepancies identified by the Tech Inspector.
 1. It will not be subject to an appeal of any kind.

- c. Inspections may be conducted at any time during the race season.
- d. All owners, drivers and crew members are to cooperate fully with officials regarding inspection, line up and race procedures.
 - i. Failure to cooperate as requested can result in penalty assessments.
 - ii. Tech inspectors are free to use any diagnostic means to confirm rule and equipment violations.
 - 1. Any components found to be in violation of the rules may be confiscated by the Tech Inspector and held by the Executive Board for the balance of the racing season, after which it will be returned to the car owner.
 - a. Refusal to surrender components deemed illegal by Track Officials will result in a **P-4 Penalty** for the driver **and car owner** and the car being barred from competition for the remainder of the season.
 - i. Marquette Driver Association Members will forfeit all post-season awards.
 - b. Legal determination of any component in question will be made by the Tech Inspector, Executive Board and Class Representative.
- e. Efforts to circumvent or to find and take advantage of a “loop hole” in the rules will not be tolerated. It is your responsibility as a racer to know and follow these rules **and to maintain the highest levels of integrity in the spirit of fair competition in order to preserve and promote the overall health of the sport and Sands Speedway.**

6. Hot Laps

- a. Pre-Qualifying Hot Laps
 - i. Each division will be afforded 10-Lap practice sessions (Hot Laps).
 - ii. Pre-Qualifying Hot Lap sessions will rotate amongst all of the divisions.
- b. Safety Hot Laps
 - i. In the event a car is involved in an accident which requires repairs, the Driver/Owner may petition Track Officials for additional hot laps in order to ensure that the repaired vehicle is safe for further competition.
 - ii. **The Tech Inspector – with input from the Class Representative - shall have the final determination of the car is safe to return to competition.**
 - iii. **Only two Safety Hot Laps will be granted at a time to be determined by Track Officials.**
 - 1. **No Safety Hot Laps will be made during Intermission.**
 - iv. Safety Hot Laps may only be used once per Race Event per car.

7. Car Entries

- a. No driver may qualify more than one car, per class per race day.
- b. In the event of mechanical failure prior to qualifying, a backup car may be entered into the event and must be raced for the remainder of the day's events.
 - i. The original car will not be permitted to be re-entered into the event for that race day.
- c. The backup car must be clearly identified to reflect the proper car number for the scoring personnel.
- d. All race day points will remain with the driver **and/or team.**

8. Qualifying

- a. Any Driver who arrives after their class has begun but before the class has completed their qualifying session will be permitted all qualifying laps.
 - i. No Hot Laps will be granted.
- b. Any driver who arrives after their class has finished qualifying will get one lap to qualify, no Hot Laps or warm-up lap will be allowed.
- c. If a driver arrives after all qualifying for the Race Event has completed, they will start at the back of the fastest heat and slowest feature for the day and will receive no qualifying points.
- d. Any driver who encounters a problem prior to or during qualifying that may prohibit them from performing to the maximum of their abilities (such as an illness or mechanical issues) must notify a track official immediately and start all races from that day from the tail end of the field.
- e. Aborted Qualifying Run
 - i. Any driver who aborts their qualifying run *after* taking the green flag to begin their timed qualifying laps shall receive **one** green-flag lap to post a qualifying time.
 - ii. Any driver who aborts their qualifying run *prior to* taking the green flag to begin their timed qualifying laps shall receive **two** green-flag laps to post a qualifying time.
- f. Quarter Second Rule
 - i. All Classes - Any driver who runs equal to or greater than $\frac{1}{4}$ of a second (0.250) faster than their qualifying time for 2 consecutive laps will be awarded last place points for that race.
 - 1. **Example: If you qualified at 16.500 seconds, you will be penalized for running two consecutive laps of 16.250 or faster.**
 - 2. **Exemptions to the Quarter Second Rule**
 - a. **Fast qualifiers for the day are not subject to this rule.**
 - b. **Drivers who relegate themselves to the rear of the grid due to qualifying issues (mechanical issues, abnormally slow lap, etc).**
 - i. **Drivers must make this request post qualifying and *prior to* the first Heat Race.**
- g. Any driver participating in the Purestock Class who consistently qualifies $\frac{1}{2}$ a second faster than the entire class may be assessed a penalty by the MCDA Board.
 - i. This may come in the form as a weight penalty or being moved up to Modified Class.
- h. Sand Bagging
 - i. Any driver found purposefully manipulating their qualifying times shall be determined to be "Sand Bagging."
 - ii. **Penalties**
 - 1. **Any Driver found in violation of this rule is subject to a P-1 Penalty.**
 - a. **Further violations of this section are subject to the Penalty Schedule.**
- i. All Late Models and Street Stocks will be scaled immediately before lining up for qualifying.

j. Qualifying Laps

i. Purestock, Mod-4, and Super Stock

1. Will be given one (1) warm up lap followed by two (2) timed laps.

ii. Late Models

1. Will be given two (2) warm up laps followed by two (2) timed laps.

k. If for any reason qualifying cannot take place for the day, cars will be lined up by total points.

i. Cars that have no points will start at the rear of the field.

9. Entries

a. Dash Races

i. Fastest four qualifiers in each division.

b. Heat Races

i. Will be determined by Track Officials based on the number of entries.

c. Feature Races

i. A Feature

1. The top 10 Qualifiers for the day automatically will be entered into the A Feature Race.

2. The top four finishers in the B Feature have the option to enter the A Feature

a. Any drivers wishing to opt into the A Feature shall forfeit their Championship Points and monetary awards earned from the B Feature.

b. Any drivers opting into the A Feature shall start at the absolute rear of the field in the order of their B Feature finishing positions.

d. Special Events

i. 14 cars maximum per race.

10. Race Lengths

a. A Dash will consist of 4 (four) laps. A dash will consist of the fastest qualifying four cars in each division.

i. No championship points will be awarded for the Dash.

b. Heat races will consist of 10 laps.

c. Feature Races

i. "A Feature" - 25 laps

ii. "B Feature" - 20 laps

d. Special events (at the option of the promoter):

i. Up to 14 cars

e. The board has the right to reduce or increase the laps of any race and/or set a time limit as circumstances dictate.

11. Pre-Race Gridding and Line Up

- a. Any driver who wins an “A Feature” race shall grid in the absolute last position in the next “A Feature” race that they qualify for.
 - i. This applies to points days only, except in championship races.
- b. Drivers who do not properly present their cars for gridding at the designated time shall start the race at the rear of the field.
 - i. All cars should be presented for gridding as soon as the cars participating in the previous race vacate the grid area.
 - ii. Cars participating in the first race day event shall present themselves for gridding prior to the National Anthems and the Parade of Flags.
 - 1. Cars involved with the Parade of Flags are expected to proceed directly to the grid following pre-race festivities.
- c. Grid Official will determine position according to line-up board.
- d. If a driver cannot grid due to mechanical reasons, they must notify the Grid Official as soon as possible after the mechanical issue is discovered.
- e. Requests to be moved from qualifying starting positions to the rear of the field must be relayed to the Grid Official as soon as possible in order to expedite race day operations.
- f. Safety equipment checks will be conducted on the grid by the Grid Official. All drivers are expected to have all required safety equipment in place prior to gridding.
 - i. If the Grid Official determines that any of a driver’s required safety equipment is not in place, the driver will not be permitted on the track until the situation is rectified.
 - 1. If the driver ignores the Grid Official and proceeds onto the track, they will be Black Flagged and not scored for that race.

12. Race Procedures

- a. Starts/Restarts
 - i. Pole position driver will set a reasonable pace speed.
 - 1. The Flagman will make the determination if the pace speed is acceptable and will communicate via hand/flag signals to the driver in Pole Position if the speed is unacceptable.
 - ii. All starts and restarts will be double file.
 - iii. Restart Procedures
 - 1. When a caution flag is thrown during a race, the field is frozen per the last official completed Green-Flag lap.
 - 2. The field will form a single-file line and proceed around the track under pacing speeds.
 - 3. Any penalties will then be issued by Race Officials in accordance with all applicable rules laid out in this rulebook and the restart order will be issued by Race Officials.
 - 4. Prior to coming to “One-to-Go” under caution, the Corner Official will place a cone at the end of the back stretch.
 - a. As drivers approach the cone, they will choose the lane in which they want to restart the race and pass the cone on the appropriate side.
 - i. Once a lane is chosen by a driver, they may not change lanes until the race resumes and they pass the start/finish line while taking the green flag.

- xi.** Drivers being penalized by being sent to the end of the longest line shall line up in that line in the order in which they were penalized.

b. Accidents/Caution Conditions/Red Flags

- i.** Any driver who is determined by the Flagman to be the cause of two cautions in a single race shall receive a P-Zero Penalty and be disqualified for that race as well as loss of Points for that race.
- ii.** If Race Officials determine that a driver has blatantly caused an accident due to malicious intent or to intentionally alter the outcome of the race (as in self-spinning the car, unnecessarily stopping on the track, etc.) their actions shall be considered unsportsmanlike conduct and they will receive a P-1 Penalty.
 - 1.** Any further violations of this rule will be subject to the Penalty Schedule.
 - 2.** Any other drivers involved in an accident due to another driver's malicious driving will get their position back as long as they do not enter the pits.
- iii.** No driver will race back to the Start/Finish Line in order to take the Yellow or Red Flags.
- iv.** Caution laps are not part of the race. They are not counted or used as a basis for line up position of restart due to a yellow or red flag.
- v.** In the event of an accident, the drivers involved are expected to hold the brakes and "lock the car down" in order to facilitate other drivers' ability to safely navigate around the incident.
 - 1.** DO NOT ALLOW YOUR CAR TO ROLL INTO TRAFFIC.
 - 2.** This is an effort to minimize damage to vehicles both involved in the incident as well as those trying to avoid it.
 - 3.** Any willful disregard to this rule negatively impacts driver safety and causes unnecessary damage.
 - a.** The offending driver will be issued a P-Zero penalty.
- vi.** Red Flag Condition
 - 1.** When the Red Flag is displayed, drivers are expected to be vigilant and follow Track Officials' direction to safely bring their cars to a stop in a manner which expedites the movement of Track Safety Personnel.
 - 2.** NO cars will take laps to cool an engine during a Red Flag.

c. Track Signals / Flags

- i.** When a flag is being displayed for a particular driver, the Flagman or the Track Official transmitting over the Raceceivers will notify that driver using a Number Board attached to the Flag Stand or through the Raceceiver.
- ii.** Flags / Number Boards / Raceceiver
 - 1.** Green Flag / Green Lights
 - a.** Start or restart the race
 - 2.** Blue Flag w/ Yellow Stripe
 - a.** Move to the inside lane immediately if you are a lap-down car.
 - b.** If you are being challenged and the Flagman deems you in violation of Section IV-12-d-i (Blocking) you must pick a lane in which to race.

3. Yellow Flag / Yellow Warning Lights

- a. An incident has occurred on the track which requires the drivers to reduce speed and exercise caution and vigilance to avoid hazardous situations. Give way to Track Emergency Personnel and other Track Personnel responding to the incident.

4. Red Flag / Red Warning Lights

- a. A serious incident has occurred on track which requires Race Officials to halt the race.

5. Black Flag

- a. A Black Flag indicates that a driver is being penalized by the Flagman.
 - i. Number Board or Raceciever will be used to identify the driver being penalized.
 - ii. If you are black flagged you must go to pit area immediately.
 - iii. When you are black flagged, you will no longer be scored.
 - iv. If your problem is safety or mechanical you may correct it and return to the race with the loss of laps as your only penalty.
 - v. If your problem is unsportsmanlike behavior, as laid out in other sections of this rulebook, you will be disqualified from the race.
 - 1. You may be subject to disciplinary action as directed by other sections of this rulebook.

6. White

- a. One lap remaining in the race.

7. Checkered

- a. The Race is Completed

d. Racing Etiquette

i. Blocking

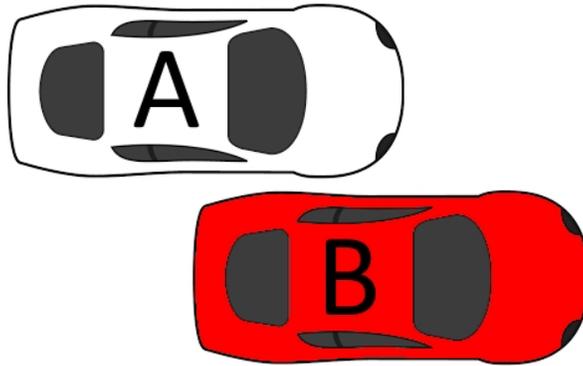
- 1. “Blocking” shall be defined as the lead driver making a defensive lane change with the intention to impede the trailing car’s attempt to pass.
- 2. Holding a “defensive line” without changing lanes shall not be considered blocking.
- 3. Lane changing to pass slower cars is not considered blocking.
- 4. The judgement of whether or not a car is blocking is at the sole discretion of the Flagman.
- 5. Any Driver who is in violation of blocking is subject to a P-Zero Penalty.
 - a. Further violations of this section are subject to the Penalty Schedule

ii. Lapped Cars

- 1. All lapped cars will move to the inner most lane while being passed by faster traffic.

iii. Challenging or Defending Positions

1. Any car will win a vacated lane if their front bumper is even with the door of the car leaving or sliding out of his lane.
 - a. Example: Car A has established position on the inside



2. A driver shall not take or defend a position by force.
 - a. A trailing driver shall not force the leading driver out of their lane by initiating contact.
 - b. The leading driver shall not attempt to forcefully regain a lane that they have vacated by turning down into the trailing car that is trying to overtake.
 - c. **The final determination of whether or not these rules have been violated is at the sole discretion of the Flagman.**
 - i. **The offending driver will be issued the Blue Flag w/ Yellow Stripe** and they will be notified via either the Number Board or Raceciever.
 1. If you are identified as the offending driver, you must move over or stay in your current lane.
 - ii. Penalties
 1. Failure to adhere to the Flagman's instructions will result in the driver being issued a Black Flag and a P-Zero Penalty.

iv. Three Wide Circumstances

1. Three (3) wide passing is **STRONGLY** discouraged.
 - a. **3-Wide situations around Sands Speedway are exceptionally treacherous due to the narrow racing surface. The racing surface through turns 3 and 4 significantly narrow when entering the front stretch and 3-Wide racing through that portion of the track is virtually impossible without causing an accident.**
2. **The driver who created the Three-Wide situation is responsible for yielding their position to the other two cars.**

e. Right Of Way

- i. All cars competing on the racing surface have the right of way over any car not on the racing surface (i.e.: off-track).
 1. Number of tires and amount of time spent off-track does not matter.
- ii. Cars may not go off-track in order to gain an advantage
 1. Penalties
 - a. **P-Zero Penalty.**
 - b. **Further violations of this section are subject to the penalty schedule.**

- iii. Cars will not be penalized for driving on the infield or dirt outside of the racing surface in order to avoid accidents.
 - iv. All drivers who find themselves off-track must make every attempt to re-enter the racing surface safely.
- f. A race may be stopped at any time by the Flagman.
- g. Damaged Cars / Cars with Mechanical Issues
- i. The Flagman has the final authority in determining if a car on track is safe to continue racing.
 - 1. Any car determined by Flagman to be an on-track hazard will be sent to the pits to correct the problem.
 - ii. Conditions which are considered hazardous include (but are not limited to)
 - 1. Loose or dragging parts.
 - 2. Leaking fluid.
 - 3. Parts falling onto the racing surface.
 - iii. A driver's pit crew are not permitted on track to fix damage.
- h. All races finish under green flag. No races will end under a caution.
- i. Finishing Order
- i. The race is over when all cars receive the checkered flag.
 - ii. Cars that are not on the track at the time will be placed according to the order in which they left the track
 - 1. Example: 1st to drop out gets last place; 2nd to drop out gets next to last place; etc...
 - iii. Cars that are one or more laps down will finish according to their position among lapped cars and the number of laps down.
- j. **!!!MANDATORY POST-RACE SCALING!!!**
- i. Late Model and Super Stock
 - 1. "A" Feature
 - a. The top five finishers must proceed directly to the scales after exiting the track.
 - 2. "B" Feature
 - a. The top four finishers must proceed directly to the scales after exiting the track.
 - ii. No crew member is permitted to perform any work on the vehicle from the time the car exits the racing surface until the car clears post-race inspection.
 - 1. "Work" includes; but is not limited to:
 - a. Addressing any mechanical issues
 - b. Removing any loose or hanging body panels
 - 2. Crew members may cool the car at the designated water supply located at the scales.
 - iii. Violations to this section will be penalized with a P-Zero penalty AND will forfeit Championship Points and Race Winnings for that Feature Race.

13. Protests/Formal Complaints

- a. All complaints are to be filed in writing by the driver only. Written complaints are to be given to a member of the driver's association board or the representative of your class.

V: PENALTIES

1. THIS **RULEBOOK** IS YOUR WARNING. Penalties may be issued immediately upon MCDA's review of the situation
2. Cheating in any form will not be tolerated and penalties outlined in this **Rulebook shall** be used to stop these practices.
3. Any driver who consistently finishes a race well ahead of the field may be assessed a weight penalty by the MCDA Board.
4. **Unsportsmanlike Behavior**
 - a. Any Driver, Owner, or Crew Member acting in an unsportsmanlike behavior will be subject to penalties as defined in the Penalty Schedule in Section 8:
 - i. Arguing with a Track Official: P-Zero
 - ii. Verbally abusing a competitor: P-Zero
 - iii. Obscene gestures: P-Zero
 - iv. Vulgar language in front of fans: P-Zero
 - v. Physical Confrontations of any sort: P-3
 - vi. Further violations of this section are subject to the Penalty Schedule
 - b. Any individual not affiliated with a particular car/team as outlined above, who is conducting themselves in a manner that is considered unacceptable by Track Owners, Track Officials or MCDA Board Members will be removed from the track premises.
 - i. Continued unacceptable behavior by individuals will result in that person being permanently barred from the track premises.
5. **Penalty Schedule**
 - a. Penalties are issued based on the infraction. Thus, they do not have to be assessed in the order laid out in Section C Below.
 - i. For example: A driver does not necessarily have to be assessed a P1 penalty before a P2 penalty is issued.
 - b. After a penalty is issued for a particular rule infraction, any further infractions to that rule *must* be assessed a higher penalty.
 - i. Successive infractions to the same rule do not necessarily have to occur on the same race weekend.

c. Penalties

Level	Penalty
P-Zero	Warning
P-1	Disqualification and Forfeiture of Championship Points and Race Winnings for the Race Event in which the penalty was assessed
P-2	P-1 Penalty (If applicable) and One-Race Suspension
P-3	P-1 Penalty (If Applicable) and Two-Race Suspension
P-4	P-1 Penalty (If applicable) and Suspension for the Remainder of Season
P-5	Permanent Ban

VI: POINTS, SCORING, AND AWARDS

1. All points for the entire race day will be used for any challenge series.

2. Points

Qualifying	
Position	Points
1	26
2	25
3	24
4	23
5	22
6	21
7	20
8	19
9	18
10	17
11	16
12	15
13	14
14	13
15	12
16	11
17	10
18	9
19	8
20	7
21	6
22	5
23	4
24	3
25	2
26	1

Two Heats			
B Heat		A Heat *	
Position	Points	Position	Points
1	15	1	22
2	13	2	20
3	12	3	19
4	11	4	18
5	10	5	17
6	9	6	16
7	8	7	15
8	7	8	14
9	6	9	13
10	5	10	12

Semi Feature	
Position	Points
1	28
2	26
3	25
4	24
5	23
6	22
7	21
8	20
9	19
10	18

Three Heats					
C Heat		B Heat		A Heat	
Position	Points	Position	Points	Position	Points
1	9	1	15	1	22
2	7	2	13	2	20
3	6	3	12	3	19
4	5	4	11	4	18
5	4	5	10	5	17
6	3	6	9	6	16
7	2	7	8	7	15
8	1	8	7	8	14
9	0	9	6	9	13
10	0	10	5	10	12

* When only one heat use the points for Fast Heat (For Pure Stock and Mod-4's only)

Feature	
Position	Points
1	46
2	44
3	43
4	42
5	41
6	40
7	39
8	38
9	37
10	36
11	35
12	34
13	33
14	32
15	31
16	30
17	29
18	28
19	27
20	26
21	25
22	24
23	23
24	22
25	21
26	20
27	19
28	18
29	17
30	16

3. Championship Tie Breakers

- a. In the event of a tie in points for a division championship, the following tie-breaker process will be followed:
 - i. Feature Races Won
 - ii. Heat Races won
 - iii. Laps Led
 - iv. Fast Qualifier

4. Association Awards

- a. Rookie Driver Qualifications
 - i. Driver must be a member of the Marquette County Drivers Association
 - ii. 1 Per Class
 - iii. Driver must be in their first year of racing in that class. Driver cannot have a history of stock car racing in a higher class to be eligible.
 - iv. The driver must compete in at least 50% of the programs during the current season.
 - v. Ability will be the consideration, the top rookie points finisher in each class will receive the Rookie of the Year Award.

b. Most Improved Driver

- i.** Driver Must be a member of the Marquette County Drivers Association
- ii.** Driver must have completed at least 75% of the program during the current year and the previous year.
- iii.** Based on performance for Most Improved Driver from year to year. Whoever improved the most in points from previous year finish to current year finish receives the Most Improved Driver Award (as determined by percentage of improvement from year to year.)